
 <b>National Transportation Safety Board</b> <b>PRELIMINARY REPORT</b> <b>AVIATION</b>		NTSB ID: NYC99WA028		Most Critical Injury: None	
		Occurrence Date: 11/26/1998		Investigated By: Unknown	
		Occurrence Type: Accident		ICAO Report Submitted:	
Location/Time					
Nearest City/Place HAMILTON		State	Zip Code	Local Time 0130	Time Zone EST
Aircraft Information					
Registration Number N27MG		Aircraft Manufacturer Cessna		Model/Series Number 208B	
Type of Aircraft: Airplane			Homebuilt Aircraft? No		
Injury Summary:	Fatal 0	Serious 0	Minor 0	None 1	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On November 26, 1998, about 0130 Eastern Daylight Time, a Cessna 208B Caravan, N27MG, was substantially damaged during landing at Hamilton International Airport (YHM), Hamilton, Ontario, Canada. The certificated commercial pilot was uninjured. Instrument meteorological conditions prevailed at the time of the accident. An instrument flight rules flight plan was filed for the flight between Akron-Canton Regional Airport (CAK), Akron, Ohio, and Hamilton. The scheduled cargo flight was conducted under 14 CFR Part 135.</p> <p>According to an investigator from the Transportation Safety Board of Canada, the pilot was cleared for the Back Course Runway 30R approach. The pilot flew through the localizer course, then joined the localizer about 1 mile from the marker beacon. The airplane maintained the procedure turn altitude until about 1/2 mile beyond the final approach fix, then began a rapid descent. It broke out of an 800 foot overcast, and touched down about halfway down the wet runway. The airplane continued off the end of the runway, went into the overrun area, then collided with part of the high intensity runway lighting (HIRL) system.</p> <p>The left wing struck the HIRL, the nose landing gear sheared off, the right main landing gear was folded back and bent up, and the left main landing gear was folded back. The airplane remained upright, and there was no evidence of hydroplaning.</p> <p>The pilot had about 2,500 hours of flight time, with 25 hours in the Caravan. He completed flight training for the airplane earlier in the month.</p> <p>This investigation is under the jurisdiction of Canada. Further information may be obtained from:</p> <p>Transportation Safety Board of Canada 23 East Wilmot Street Richmond Hill, Ontario L4B1A3 Tel: (905) 771-7676</p>					
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		Occurrence Date: 11/26/1998			
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Other Aircraft Involved					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Accident Information					
Aircraft Damage: Substantial			Accident Occurred During: Landing		
Property Damage: Airport Facility					
Crew	Name		Certificate No.		Injury
Pilot	On File		On File		
2					
3					
4					
5					
6					
Operator Information					
Name CASTLE AVIATION		Operator Designator Code CSJA		Doing Business As	
Street Address 4039 MANWAY BLVD		City RAVENNA		State OH	Zip Code 44266
-Type of Certificate(s) Held:					
Air Carrier Operating Certificate(s): Cargo					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operations Conducted: Unknown					
Flight Plan/Itinerary					
Type of Flight Plan Filed: IFR					
Last Departure Point		State	Airport Identifier		
AKRON		OH	CAK		
Destination		State	Airport Identifier		
Same as Accident/Incident Location			YHM		
Weather Information					
Investigator's Source:		Facility ID: YHM		Observation Time (Local): 0000	
Sky/Lowest Cloud Condition: Clear		0 Ft. AGL			
Lowest Ceiling: Overcast		800 Ft. AGL	Visibility: 0 SM	Altimeter: 29.00	"Hg
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

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Occurrence Type: Accident

## Weather Information

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Temperature:

°C

Dew Point:

°C

Wind Direction:

Wind Speed:

Kts.

Gusts:

Kts.

Weather Conditions at Accident Site: Instrument Conditions

## Administration Data

Notification From

CLEVELAND FSDO

Date

11/27/1998

Local Time

1206

FAA District Office/Coordinator

Investigator-In-Charge (IIC)

PAUL R. COX